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outsider, coming frankly for the sake of information, would be able to penetrate the real inwardness of the prison in so short a time.

But Mr. Osborne was interested in ascertaining the effect of the existing system on the individual subjected to it and in this it may fairly be said he has had considerable success. The terrible test on one's self-control and one's reason imposed by solitary confinement, the ability which the prisoners acquire in controverting prison rules, their loyalty to one another as against the officers, and their frequent acts of helpfulness are also testified to in another prison experience written from an entirely different viewpoint, namely, Alexander Berkmann's *Prison Memoirs of an Anarchist*.

The general impression conveyed by Mr. Osborne's book is one of faith in the value of his undertaking. This is weakened somewhat by what seems to be a too unbroken success on the part of the writer in finding some telling appeal to make to every prisoner and his apparent belief that he has in hand all the elements for resolving the "system" into something that will prove a panacea for all problems of prison reform. If these were indeed so simple as to admit of immediate solution apart from many other of our present-day problems, they would hardly be worth the thought that has been spent on them. But some share toward clearing them up will certainly fall to Mr. Osborne, now that he has been placed in the position of warden of the Auburn prison.

Industrial Conditions among Negroes in St. Louis. By WILLIAM AUGUST CROSSLAND. (Washington University. Studies in Social Economics, Vol. I, No. 1.) St. Louis, 1914. 8vo, pp. ix+123. \$0.75.

This exhaustive study of conditions among the negroes of St. Louis was undertaken in response to a feeling on the part of the Committee on Social Service among colored people in St. Louis that a thorough investigation of the industrial situation of the race was the first step in a constructive program of local race betterment. The work was done in order that it might be of actual assistance to the negroes. As such it is much more valuable than if it had been done purely for research. Conditions in St. Louis are not typical enough of those over the whole United States to enable a study of St. Louis, no matter how well done, to be useful in drawing conclusions for the whole country. As a guide book to those who want to help the negroes in St. Louis it is comprehensive and practical.

The study is divided into five main parts: "The Negro in the City," "Occupations and Wages," "Negro Men in Professions and Business," "The Negro Wage-Earner," and "A General Summary and Conclusions." Under these heads a very thorough analysis of working conditions, the opportunities, and the special problem of the negro, his relation to the trade union, and the attitudes of employers toward him is reinforced by tables and charts which illustrate very clearly the points made.

Mr. Crossland concludes: (1) That a program of race betterment covering years rather than months should be devised. (2) That in this plan the necessity for the negro himself to strive to help himself should be emphasized. (3) That factors in the slow rise of the negro are improvidence, unsteadiness, lack of ambition, and lack of race consciousness. Were this not true the negro would have risen as did the despised and persecuted Jew. (4) That the negro must secure industrial training, and that here the white man can contribute his share to the settlement of this national problem.

Ocean Traffic and Trade. By B. OLNEY HOUGH. Chicago: LaSalle Extension University, 1914. 8vo, pp. vi+432. \$3.00.

This volume is designed as a textbook for use in correspondence courses, and is essentially technical in nature. The reader first learns the importance of coastwise and inland traffic as compared with foreign trade, and at the same time is warned of the difference in usages. Without going into the question of ship construction, the author next gives a brief description of ocean carriers, various shipping usages, weights, regulations, and all ships' papers. This leads to a treatment of seaport and terminal facilities in the United States, some features being criticized and compared with facilities abroad. The ocean trade routes are outlined, especial attention being given to the effect of the Panama Canal in shortening distances. All such matters as charters, freight rates, shipping agreements, pools and conferences, and marine insurance are discussed with considerable detail. With a view to aiding the shipper, directions are carefully outlined as to the procedure in handling export and import shipments.

A chapter is devoted to the history of the maritime policy of the United States, with arguments as to the cause of the present status of our merchant marine. For the purpose of aiding the American exporter, the author suggests what he considers the best method of winning foreign business, and developing export trade, while foreign credit and collections are compared to our own. Last of all is given an analysis of America's present opportunity and responsibility in the world's markets now that the European war has upset trade conditions in the entire world.

The table of contents is well outlined, facsimiles of shipping documents are inserted throughout the book, and the subject-matter is carefully summed up at the close of each chapter. The work is admirably suited for use as a textbook in a correspondence course. It may also be profitably used as a reference book in college work.

Unemployment. By A. C. PIGOU. New York: Henry Holt & Co., 1914. 18mo, pp. 256. \$0.50.

Professor Pigou has addressed this book to the public unfamiliar with economic analysis; he has therefore sought to avoid technical terms while